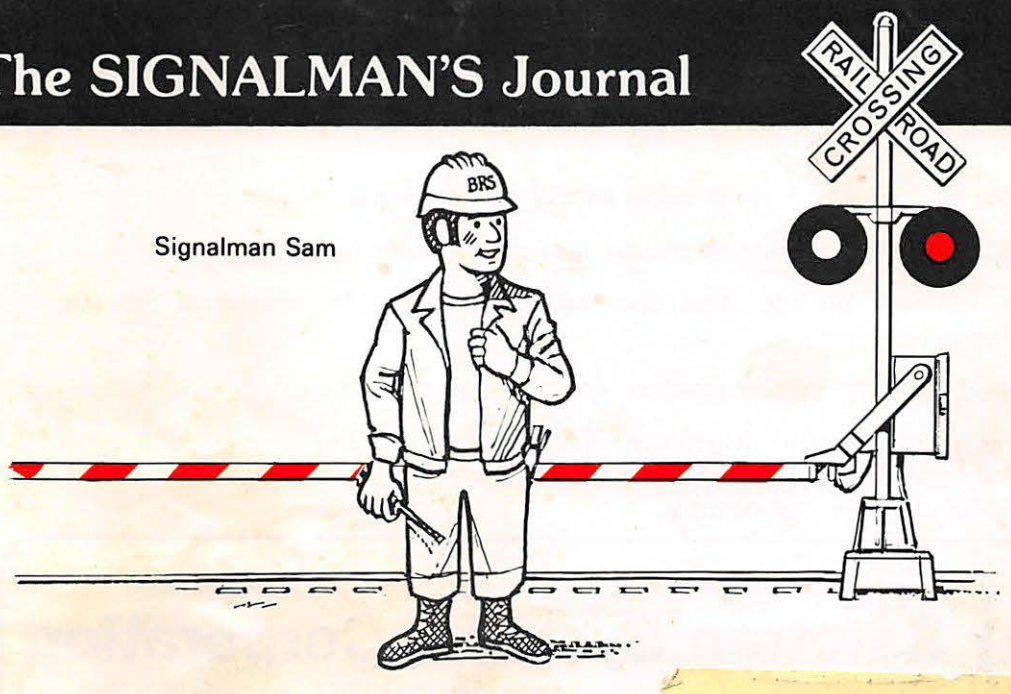
# The SIGNALMAN'S Journal




Signalman Sam

**National Transportation Safety Board calls for nation-wide support for "Operation Lifesaver" programs that are very effective in saving lives and reducing accidents at railroad-highway grade crossings.**

**Jan/Feb 1978**

102
DALAVE G GABRIEL
63 MARK TWAIN DRIVE
TRENTON NJ 08690
102 I E

# NEW INSTRUMENT SHELTER

Safetran's new Instrument Shelter is a *low cost* housing designed for Highway Crossing Signal and Wayside Signal Installations. This new shelter protects both man and equipment from rain and snow.

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Housing can be furnished with 1/2″ thick insulation.

**TO ORDER SPECIFY:** Instrument Shelter, Aluminum Part #540310, Instrument Shelter, Steel Part #560312 and specify accessories desired.

**Safetran Systems Corporation**
7721 National Turnpike • Louisville, KY 40214 • (502) 361-1691

5403 11-77

Volume 59 No. 1 January/February 1978

ROBERT W. McKNIGHT
Editor & Manager
601 West Golf Road
Mount Prospect, Illinois 60056
312-439-3732

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# The SIGNALMAN'S Journal

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

**4** Signalman Sam is the name of our man
**8** The Signalman's Store
**12** NTSB calls for nation-wide crossing safety program
**14** BofRS and Long Island sign mediation agreement
**17** From the Secretary-Treasurer: Retirement news
**18** General Committee News
**22** News
**24** Signalman's Worksheet: Block Signal Adjuncts
**25** News from Canada: VIA Rail Canada, Inc.
**29** FELA attorneys listed
**30** Bates' Commentary

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# Our man is Signalman Sam

Charles R. Ahlert, Jr., local chairman of Grand Central Terminal Lodge 160 of ConRail, sent in the winning name in our "Name this Man Contest." In an appropriate ceremony with pictures taken to be published in *The Signalman's Journal*, Brother Ahlert will be presented with a $100 US Savings Bond. Our congratulations to him for sending in the winning name of "Signalman Sam." The name was selected by the BofRS Grand Executive Council on Jan. 11, 1978 during its January meeting.

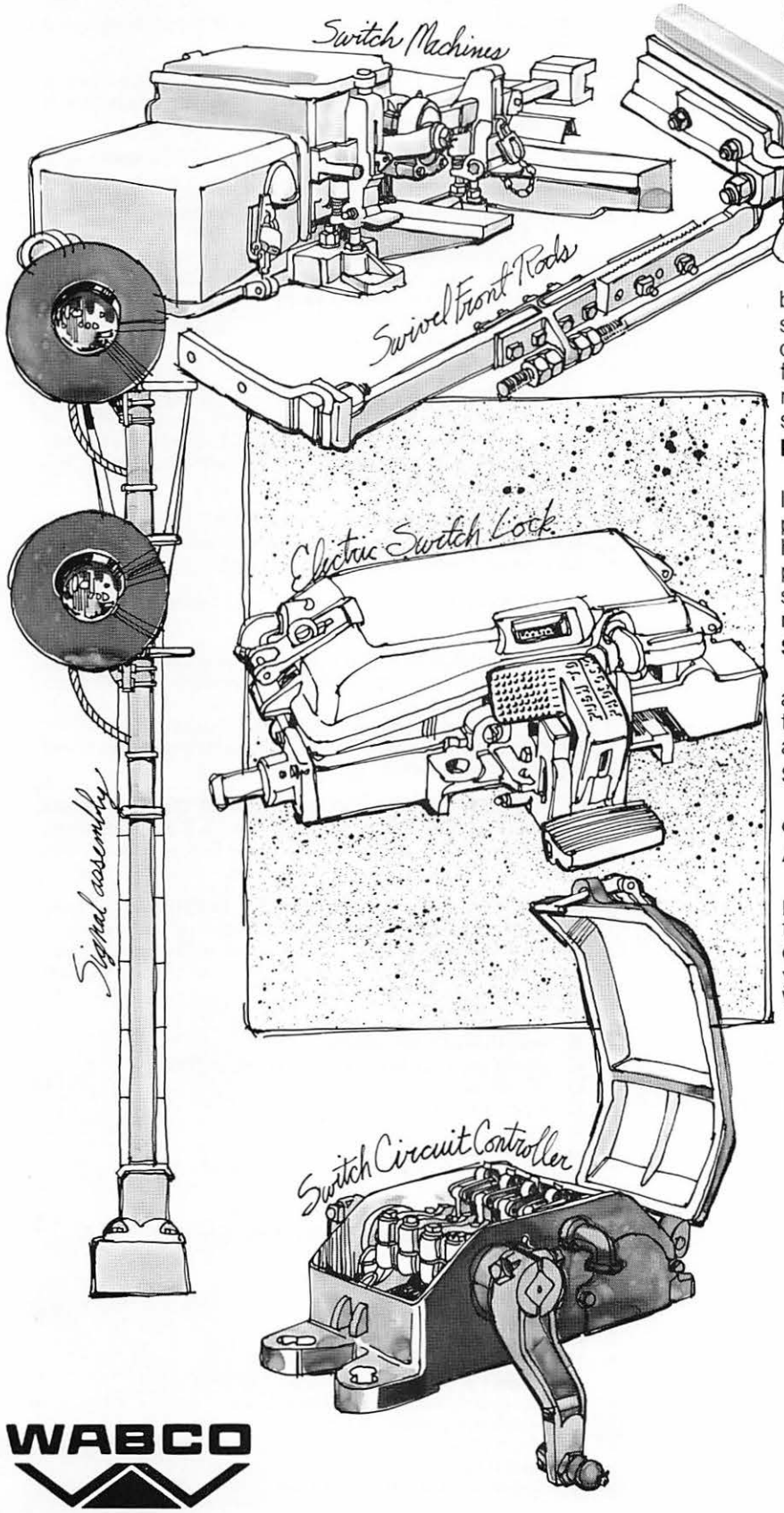
We received 647 names from 290 members which is a return of just over 2% of our membership. Considering that entrants had to think of names, write them down, address an envelope, stamp it and mail it, the results are very good. Our thanks to everyone who entered and made it a success.

Shown below are the names submitted. Signalman Sam says: "Happy Reading!"

Traffic Control Grant
Willy P. Circuit
Snam Langis (Signalmans)
Bob Ray Sigmen
Charley Knows
Hi Green
Sparky Edison
Sur Protection
Mr. Track Code
Flashing John
Jay Relay
O.S. Jay
Burlington Jay
Bonding Bob
Bob Bonding
Signal Sam
Trouble Shooter
Red Block
Tommy Track
Freddy Flasher
Joe Bonds
Sigmund Meter
Sigmund Bond
D. C. Flasher
Peter Meter
Terry Transmitter
T.C. Green
Langis Nam
Buster Red Signal
Brother Sig Robot
Brother Robot Servant
Brother Resistance Slave
Shorty Circuit
Red Roundel
Hy Green
C. C. Box
Clearboard Carl
Ricky Relay
B. A. Service
Gabby Gate Tender
C. R. Views
Golf Road Gabby
Crossing Gate Gabe
R. Stanley Safety
B. R. Guide
Golf Road Gent
Prospect R. Goals
B. N. Service
Golf Road Gus
Wig Wag Willy
Peter Pothead
John Goodcircuit

*(Please turn to page 6)*

# WABCO's Hardware Store.

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**Switch Machines**

Electric, electro-pneumatic and hand operated—all designed for heavy duty, high-speed mainline applications.

**Switch Rods**

Swivel front rods, point detector bars and connecting rods...constructed of high-strength steel, and designed to give you long, trouble-free service. WABCO also supplies roller bearing assemblies to reduce switch point friction.

**Electric Switch Locks**

WABCO offers electric switch locks for all applications designed to prevent unauthorized operation of hand switches. They include pedestal mounted, low profile for single switches and between rails mounting for crossover switches.

**Switch Circuit Controllers**

Ruggedly constructed units available in either four- or six-way sizes for two and three position and polarized applications.

**Signal Assemblies**

Available with either searchlight or colorlight signal units.

**Accessories**

Other performance-tested WABCO parts include junction boxes, foundation piers, bootlegs and equipment cases. WABCO has the hardware you'll need for mainline signaling. Write us.

**Transportation from the word go.**

Union Switch & Signal Division
WABCO Railway Products Group
Westinghouse Air Brake Company
Swissvale, PA 15218

Gentlemen:

Please send me more information on mainline signaling equipment.

Name

Title

Railroad

Address

City State Zip

Telephone

The WABCO Railway Products Group is Union Switch & Signal Division, Westinghouse Air Brake Division, WABCO Ltd., Cardwell Westinghouse Company, Fresinbra Industrial S.A. In transportation, WABCO is also 17 European operations and licensees and agents throughout the world.

WABCO

An **American-Standard** Company

# Signalman's Store

## ORDER FORM

Please send me the following:

| Item | | Quantity Ordered | Price Each | Total $ |
|---|---|---|---|---|
| **Cloth Emblems** | | | $4.50 | |
| **Coasters:** | black and gold | | .20 | |
| | red and green | | .25 | |
| **Playing Card Decks** | | | 3.00 | |
| **Golf Caps:** | __ Red __ Bk __ Wh __ Sm __ M __ Lg | | 4.50 | |
| **Signalman's Training Course** | 8-Volume Set | | 18.00 | |
| | Volume 1 | | 2.50 | |
| | Volume 2 | | 2.50 | |
| | Volume 3 | | 2.50 | |
| | Volume 4 | | 2.50 | |
| | Volume 5 | | 2.50 | |
| | Volume 6 | | 2.50 | |
| | Volume 7 | | 2.50 | |
| | Volume 8 | | 2.50 | |
| **Decals:** | 3-inch | | .15 | |
| | 4-inch | | .15 | |
| **Lapel Pin:** | colorlight signal | | 1.50 | |
| | BofRS | | 2.00 | |
| **Windbreakers** | Small | | 12.00 | |
| | Medium | | 12.00 | |
| | Large | | 12.00 | |
| **History of the BofRS** | | | 9.95 | |
| **Master Nat'l. Agreement Bk.** | | | 7.95 | |
| **General Chairman and Local Chairman's Manual** | | | 3.00 | |
| **TOTAL AMOUNT ENCLOSED** | | | | |

**Minimum order accepted is $5.00**

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Send payment and order to:
BROTHERHOOD OF RAILROAD SIGNALMEN
601 West Golf Road
Mount Prospect, Illinois 60056

NAME _____

LOCAL NO. _____

ADDRESS _____

CITY _____

STATE (PROVINCE) _____

ZIP CODE _____

**CLOTH EMBLEM** with BofRS in white letters on red border, two locomotives, and green over red searchlight signal.

**COASTERS** with BofRS emblem come in black and gold or in red, white and green; 3-inch diameter.

**PLAYING CARDS** with BofRS emblem are now available. These high quality cards come in the conventional bridge decks, including jokers. Cards and emblems are in color.

**GOLF CAPS** with BofRS in color are available in small, medium or large with adjustable head band. These lightweight net caps come in red, black or white.

The eight-volume **SIGNALMAN'S TRAINING COURSE** covers the following subjects:

1. Electricity, circuit symbols and nomenclature
2. Signal symbols and nomenclature
3. Automatic block signaling, time code control, electronics
4. Traffic control systems and power switch machines
5. Highway grade crossing warning systems, FRA RS&I tests
6. Remote control and automatic interlockings
7. Ctc machines and their operation
8. Maintenance of signal equipment

**SIGNALMEN'S DECAL** has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

Metal **COLORLIGHT SIGNAL LAPEL PIN** 1/2-inch in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold.

BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets. The windbreaker is machine or hand washable in warm water.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

**MASTER NATIONAL AGREEMENT BOOK** has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 23 sections are:

A Summary of wage changes
B Summary of other benefits
C Washington job protection agreement of 1936
D Vacations
E Union shop agreement
F Holidays
G Claim and grievance handling
H Health and welfare
I Force reductions
J Employment security
K Travel time and away-from-home expenses
L Off-track vehicle accidents
M Jury duty
Mc Current agreement
N Overtime
O Camp cars
P Apprentice programs
Q Change of residence
R Earnings deduction in discipline cases
S Supplemental sickness benefits
T Union dues checkoff
U Amtrak C-1, C-2
V Seniority modification agreement

# Name our Man

Mr. Go
Highball Charlie
Charlie High Green
Bob Red Signal
Block Red Signal
Big Red Signal
Babbitt Rare Signal
Babbitt Reb Signal
Babbitt Reb Spire
Robert Rapid Signal
Fast Safe Signal
Flash McBell
Charlie Goof-Off
SiGmond (Siggy) Du Wright
Sigmen Code Wright
Willing Willie
Bondwire Volt
Cham Berlain
Casey Semaphore
Sigmond
Safe Sam the Signal Man
Peter Meter
Runnit Safely
Sherlock Ohms
Barney Duke
Relay Riley
Brother Quick Switch
Red Code
Donald Diode
Eddie Edison
Nic Cadmium
Barnie Block
D.C. Current
Rod Short
Bobbi Bungalow
Buddy Volts
Wally Watts
Shorty Circuit
Willy Wireman
Mike Maintainer
Carl Colorlight
Tom Troubleshooter
Paul Powerswitch
Hy Green
George Clearlens
Brad R. Smith
Bill R. Safely
Bob Bonds
Brad Blueprints
Al Aspect
Safety Sam
Carl Crossing
Wally Wiring
John Interlocking
Marvin Maintainer
Leo Lineup
Jack of all Trades
Woorkie Buttoff
Lowell Wage
Mr. Relay Jr.
General Charger
Track Walker Roby
Mr. Green Light
Lever Locking Dog
Roger Faithful
MAT—Man of all Trades
Hot Box Harry
Ray Rowe Crossings
Sig Noel Mann
Signalman Jack
Mr. Ever Ready
Mr. Ready Test
Mr. Ever Reddy
Mr. Reddy Test
D. N. Eleven
Bill Battery
Sig N. Alman
(Sigurd Nathen Alman)
T. K. Coder
Sig Control
C.T.C. Joe
Brother Ray Searchlight
Ralph D. Rectifier
Abe L. Enwilin
Rickey Retardar
Barney Rail Saver
Bond Wire
Super Signalman
Hiball Harry
Tech Safeguard
Sig Switchgate
Bo Signals
Sem I Fore
Safety Sam the Signalman
Big Sig
Mainline Murray
Safety Sam
Leslie Lineman
Safety Sig
Polehead Paul
King Coil
Charlie Circuit
Max Maintainer
Super Visor
Short Line Sam
Mitch Switch
Signal Kicker
R. E. Lay
Rey Lay
Buster Bond
The Trouble Shooter
Anthony Anchor
Mike Spike
Able Cable
Sid Siding
Con Tact
High Green
Friendly Sig
Mr. Mopac
Helpful Hank

## Little Known Facts About the BofRS

Did you know that signalmen were once in the track department? Yes, on the Pennsylvania, back in 1902.

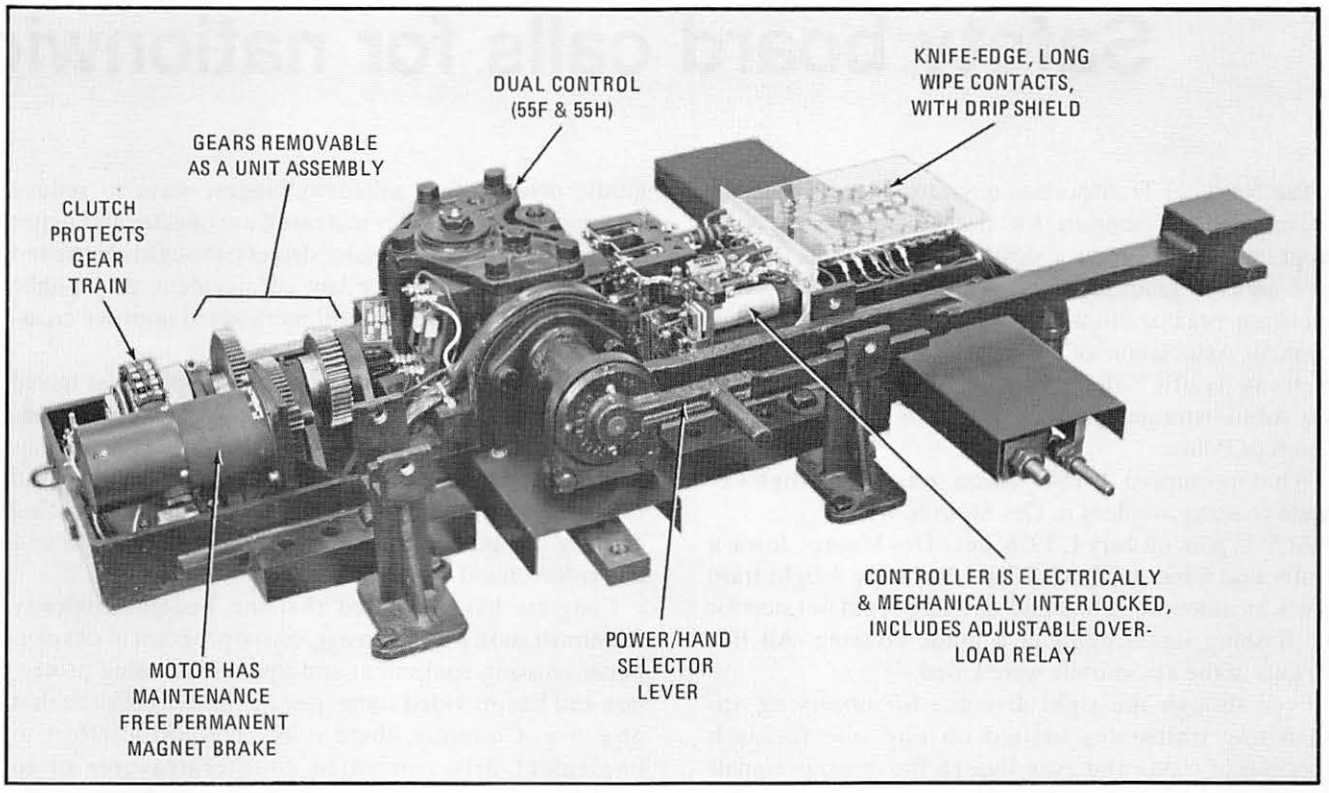
Did you know that the first raise granted the BofRS members was 10.6¢ per hour? Again, it took place on the Pennsylvania in 1902.

Union Mack
Rail Head
Fleix Tool
Willy Amp
Short Circuit Red
Semaphore Sam
Siegfried (Signals Indicate Green For Rapid Industrial Express Delivery)
Happy Hohmer
Willy Watts
Bill Brotherhood
Sig Nalman
Resistant Ohmer
Red Block
Eddie Elite
Double Diode
Short Circuit
Shorty Leggs
Guy Switchback
Ray Rails
Tracy Track
Brother Ohmslaw McGraw
Ollie Overlay
H. D. Circuit
Jack DoAll
Brother Real Safe
Flash Roundel
Jack of all Trades
H.D. Relay
Eddy Current
Troubleshooting Jack
Red Block Bob
Bill Bonds
Sam (the safety) signalman
Red Flasher
Big Sam the Signalman
Buddy R. Signal
Pete R. Meter
Technician Reggie
The Green Giant
Ted Mack
Red Greene
Chad Bondrailer
Walter Wigwag
James Bondwire
Sig-lect
Billy Bondwalker
C.T. Cee
Hi Green
Red Flasher
Ben Ready
SAM—Super Ambitious Maintainer
Billie Bondwire
ACee-DCee
Sam Semaphore
R.R. Brothers
Rick Rectifier
Rod Hanger Bond
George Locking Dog
Sig Maintainer
Valuable Sam (Signalman I am)
Trevor Tiewire
Maxwell Maintenance
Signalman Sam—The Lead Man
Brother Bernnie
Ronny Railroad
Rocky Relay
REx Relay

*(Please turn to page 10)*

# Name our Man

Rick Relay
Spike Switch
Bobby Block
Peter Repeater
Safety Sam
Vinny Volt
Bobby Ballast
Billy Ballast
Marty Maintainer
Normy Normal
Willy Safe
Shorty Circuit
Peter Protection
Marty Mainline
Bobby Bidsheet
Billy Block
Gabby Gate
Sam Signal
Tommy Track
Robby Ribbon Rail
Ralph Reverse
Peter Power
Eddie Engine
Sam Signalman
Signal Sam
Peter Proceed
Iggy Interlocking
Conrad Conrail
Abner Amtrak
Rocky Railway
Micky Machine
Sammy Semaphore
Herbie Hotbox
Bobby Battery
Sam Searchlight
Peter Pole Line
Dudley Dispatch(er)
Louie Line Wire
Sammy Semaphore
Mr. Ken Fix It
Joe Hi-Green
Siggy Safety
R. R. Cross
Jack Track
Reo Relay
Sigman Cross
Sigman Green
Lunar Green
Ike Interlock
Sam A. Fore
Sammy Foreman
Rod Switchman
Ken Krossing
Mr. Hi-Ho Signal Joe
Signal M. Checker
Sig Fixer
Red Delay
Willy Climber
Doug Trench
Clem Pole
Barry Cable
Willy Stringwire
Shorty Circuit
Ty Wire
Red Light
Max Ohms
Justine Rod Lock
Brother Barney Block
Signal Brother
Casey Cable
D.C. Overla
Cris Crossover
Sam Safety
C. T. Controls
Brother Bond Edison Green
Charlie Choo Choo
Fred Failsafe
Harry Hotbox
Hy Green
Sam Trak
Compy (Composite Mechanic)
Swiftly (Signaling with interest faithfully through the years)
R. R. Warning
Chief Iron Horse
Obey R. Flashers
Ms. Raco Wrench
Harry Bunglow
Sig Al
Siggy Safety
Wee R. Brothers
Mr. Dedicated
B 10 (B-ten)
Gary Goodlight
Barnabas Rollo Sextus
Jack Of All Trades
Rod Switch
George Boot Leg
Signalman "Acey" DeeCee
Sigman Circuit
James E. Bond
Railhead Sentry
Rocky Safeguard
Buck Semaphore
Bond Ray Sigman
Mr. Short Circuit
Safety Rex
Freedom Rider
Iron John
Joe Red Board
Signal Sig
Progress Rider
Super Shunt
Ready Man
Shorty Circuit
Flash Roads (4 pt)
Bob Kerite
Jack Bond
Lens Red
Buck Cross
Friendly Signal Maintainer
Safety Sam the Signalman
Flash Signal
Brother Safety Sig
Brother Riley Green
Chris Circuit
Verdigris A. Short
Bradley Robert Sanford
James Bondwire
Hold Clear John
Bert R. Sanders
Ray L. Crossing
Gates R. Down
Ohm's Crossing
Union Jack
Green Signalman
Lo Voltage
Reddy Kilowatt
Reddy Maintainer
Reddy Eddie
Sparky Watt
Highball Joe
Our Safety Man
Hector H. Dector
Sam the Signalman
Robert Radar Sigman
Mark Switch
Sir Rodney Brag
Brother Safety
Siggy the Signalman
Shorty Circuit
Red E. Power
Sammy Fore
I. M. Wideawake
I. M. Accurate
Mic Rowave
Bobby Bootleg
Clark Signal Cable
The Jolly Green Signal Giant
Big Brother Paul Power
Signal Safety Robot
Sam Switch
Big Bud Signal
Big Sig Power House
Big Stan Safety Signal
On The Go Joe
Clear Track Charley
Keep 'em Rolling Ralph
Hi Ball Harry
Al Clear
Bates Best Signalman
Wiring Willie
Ci Circuit
Arnie Aspect
Mat Bond
Al Meter
Max Meter
Ross Gates
Flash Safely
Charlie T. Crossover
Bill Nodelay
Bob Real Safe
Red Block
Mr. Trouble Shooter
Fullpack Sig. Tech.
Batt Relay Scout
Brightly Risen Shine
Charlie Circuit
Signal Sam
Factotum (Man of all trades)
Jac Totum (Jack of all trades)
Jack Tradz
Hy Green
Harry Hotbox
Dizzy C
I Bond Rail
Red Block
Red Bond
Jack Gates
Mark Cord
Buck Cross
Hy Railer
T. R. Tubs
Casey Clertrak
Mr. Rite-Track
Safety Jack




# GRS MODEL 55 SWITCH MACHINES

## MAINLINE INTERLOCKING RAPID TRANSIT

GENERAL RAILWAY SIGNAL
A UNIT OF GENERAL SIGNAL
ROCHESTER NEW YORK 14602

3640

☐ FAST - 3 seconds at 110 volts.

☐ EFFICIENT - 5 amperes at 110 volts.

☐ VERSATILE - for mainline, interlocking, or rapid transit service. For single switches, double slips with continuous front rods (any weight rails) and derails of any type.

☐ EASY TO INSTALL AND MAINTAIN
Models 55E and G, for example, weigh only 500 pounds. Installation and servicing is fast and easy with built-in major assemblies, open-access construction, and instant push-lock terminals.

DISTINGUISHING FEATURES OF THE MODEL 55 LINE

| Model | Dual Control | Built-In Controller | Nominal Motor Voltage |
|---|---|---|---|
| 55E | No | No | 24 d-c or 110 d-c |
| 55F | Yes | No | 24 d-c or 110 d-c |
| 55G | No | Yes 10/24 v. d-c | 24 d-c or 110 d-c or 110 a-c |
| 55H | Yes | Yes 10/24 v. d-c | 24 d-c or 110 d-c or 110 a-c |

For more about the full line of GRS Model 55 electric switch machines, write for a copy of Catalog 85-2, which lists 35 different arrangements to meet your needs.

# Safety board calls for nationwide

The National Transportation Safety Board has called for nation-wide support for the Operation Lifesaver programs to help reduce deaths and accidents at railroad-highway grade crossings. NTSB has called upon the following organizations to cooperate: National Safety Council, Association of American Railroads, National Highway Traffic Safety Administration, Federal Highway Administration and the International Association of Chiefs of Police.

What prompted NTSB action was a rail-highway grade crossing accident in Des Moines, IA.

At 5:05 p.m. on July 1, 1976, near Des Moines, Iowa, a westbound Chicago, Rock Island & Pacific freight train struck an automobile that had slowed but did not stop for the flashing signal lights at a grade crossing. All five persons in the automobile were killed.

Even though the sight distance for observing approaching trains was limited on one side for each direction of travel and even though the crossing signals were operating and visible, none of the drivers who approached the crossing without a vehicle preceding them intended to stop in response to the signals alone. These drivers significantly reduced their approach speed from the posted 45-mph speed limit, but they were also searching for an approaching train while they were still moving and distant from the crossing. They decided either to cross the track or to stop as they were approaching the crossing and based their decision on whether or not they thought a train presented an immediate hazard. Research also indicates that even the average driver who stops at these crossings with limited sight distance may be attempting to shorten the time required to stop in order to maximize his opportunity to cross in front of a train. This and other evidence indicates that driver disregard for warning signals at railroad-/highway grade crossings is common nationwide.

In March 1972, the Federal Railroad Administration and the National Highway Traffic Safety Administration began a joint effort to determine driver performance and related human factors that contributed to motor vehicle/train accidents and to develop and demonstrate the effectiveness of countermeasures for these factors. A significant effort was made to understand driver behavior at railroad crossings, to develop nonaccident measures of behavior (such as driver "looking behavior" and driver attitudes) for evaluating countermeasures, and to predict which countermeasures would increase behavioral safety.

These driver-oriented countermeasures included: (1) driver education to eliminate intolerant attitudes about delays at railroad crossings; (2) enforcement of laws that stipulate grade crossing behavior; and (3) efforts to increase appropriate "looking behavior." As part of the study, drivers were asked to suggest ways to reduce crossing accidents. After increased use of gates and better warning signs and signals, drivers thought improved driver education, stricter law enforcement, and public safety campaigns were useful methods to improve crossing safety.

The National Transportation Safety Board has issued a number of recommendations to improve railroad-/highway grade crossing safety. The Safety Board has advocated further development of improved train and crossing equipment, better methods for upgrading crossing protection, and improved driver education and law enforcement.

Congress has mandated that the Federal Highway Administration pursue an aggressive program to develop better crossing equipment and upgrade crossing protection and has provided some specific funds to achieve that objective. Currently, there is no nationwide effort to implement driver-oriented countermeasures or to provide a focal point for combining and enhancing existing education, enforcement, and engineering efforts within the States. However, several States and major railroads, with the assistance of the National Safety Council, have implemented crossing safety programs titled "Operation Lifesaver." These programs seem to provide an appropriate focal point for combining and enhancing existing education, enforcement, and engineering effort within a State. Initial indications are that these programs have achieved some success, but there is a need to provide additional resources to insure complete development, implementation, and evaluation of this effort. The states that have "Operation Lifesaver" programs are Alabama, Colorado, Florida, Georgia, Idaho, Illinois, Kansas, Missouri, Nebraska, Oregon, Texas and Utah.

Crossing fatalities had been steadily decreasing for many years and reached a low of about 910 fatalities in 1975. Highway fatalities decreased in a number of problem areas after 1973. But, while fatalities have remained low in other problem areas, the number of crossing accident deaths increased to about 1,130 in 1976. With projections of increased and faster rail traffic to transport passengers, coal, and other resources, the number of deaths at grade crossings could increase further.

NTSB recommends that the National Safety Council serve as a national focal point and coordinator for the total development, implementation, and evaluation of a nationwide "Operation Lifesaver" railroad/highway grade crossing safety program. This program should be undertaken with the full support and cooperation of all interested groups and agencies, especially the Association of American Railroads, the International Associa-

# Operation Lifesaver campaigns

tion of Chiefs of Police, the National Highway Traffic Safety Administration, the Federal Highway Administration, the Federal Railroad Administration, and the states.

Concerning the railroad-highway crossing accident, NTSB pointed out the danger in not having constant warning times at all rail-highway crossings. NTSB's report said:

The accident occurred at the East 56th street crossing, about 1.5 miles west of Des Moines. NTSB determines that the probable cause of this accident was the failure of the automobile driver to stop short of the railroad track in response to the flashing signal lights and her failure to determine if it was safe to cross the track. This car was one of several that approached the crossing and that was operated by a driver who did not plan to stop in response to the signals alone. A car in front of the accident vehicle was almost struck by the train.

NTSB's investigation of this accident found that there was a slow order, in effect since 1974 on the track in the area, that restricted train speeds to 30 mph or less, and that it was not unusual for train speeds to be 10 mph through the crossing. The approach track circuits for the crossing signal lights began 3000 ft. east and 2500 ft. west of the crossing. At the time of track circuit installation, the track speed limit was 60 mph and the track circuit was not modified when the slow order was imposed. These conditions result in flashing signal warning times of between 1.1 to 3.3 minutes in length before a train arrives at the crossing. The Association of American Railroads' recommended practices for automatic crossing signals include: "On tracks where trains operate at a speed of 20 mph or higher, the signals shall operate for not less than 20 seconds before (the) arrival of any train on such track;" and "Where the speeds of different trains on a given track vary considerably under normal operation, special devices or circuits should be installed to provide reasonably uniform notice in advance of all movements over the crossing."

Compared to the recommended minimum warning period of 20 seconds these warning times would seem to be a relatively long period and could contribute to driver disregard to the full intent of the signals. Long warning times at this crossing did not prove to be a factor in this accident, especially regarding the driver that just missed colliding with the train. However, modification of the approach track circuitry at this crossing to reduce warning time and make these times more uniform would seem to be appropriate.

Drivers who are conditioned to expect longer warning times at all crossings might be affected adversely by a significant reduction in warning time. The driver of the automobile that was almost struck by the train attempted to cross the track even though she had seen the signals operate for at least 25 seconds. Therefore, modifications should not be done without consideration of driver expectations regarding signal times at this and nearby locations, and drivers should be alerted to the fact that a modification has been made. As a result of these observations, NTSB recommends that the Chicago, Rock Island & Pacific:

Modify the approach track circuit at the East 56th street crossing to reduce crossing warning times and make these warning times more uniform and consistent with current train operating speeds and current driver expectations regarding warning times at this and nearby locations.

### Operation Lifesaver programs are effective in reducing accidents

Many states report that after only one year of operation, grade crossing deaths have been reduced from 25% to 60% because of the effectiveness of Operation Lifesaver campaigns. Basically, Operation Lifesaver is a campaign of education and law enforcement designed to reduce railroad-highway grade crossing accidents. Key members of such a program are railroad employees, state regulatory and law enforcement personnel who inform the public of the hazards of grade crossings and how to avoid colliding with trains.

# Signalmen sign Long Island agreement

The Brotherhood of Railroad Signalmen negotiating team headed by J.W. Walsh, vice president, has reached agreement with the Long Island Rail Road over wages and working conditions. The agreement was reached after 20 months of continuous hard negotiations. The terms of the agreement provide for:

—A 22¢ cost of living adjustment added to all hourly and daily rates of pay, effective July 1, 1976.

—A wage increase of 2½% retroactive to July 1, 1976.

—A wage increase of 4% retroactive to July 1, 1977.

—A wage increase of 6% effective July 1, 1978.

—A cost of living adjustment based on 1¢ per hour increase for each 0.4 rise in the Metropolitan New York Regional Consumer Price Index for specified periods will be applied. For 1978, COLA increases will be limited to 6% of the CPI as of May 1977. In 1979, the COLA increases will be limited to 3% of the Metropolitan CPI as of May 1978.

Other improvements in the agreement signed on December 5, 1977 by General Chairman James Sottile, representing Signalmen and R.K. Pattison, president, Long Island, include:

—Vacation allowances.

—Meal allowance increased to $4 from $3.

—Double time.

—Discipline.

—Bereavement includes grandparents.

—Up to 3 personal leave days per year.

—Sick leave.

—Prescription drugs.

—Life insurance.

—Dental and vision care.

Although not an official member of the coalition of unions negotiating with the Long Island, the BofRS did present its case to the Board of Inquiry, August 16, 1977. A report to the Board was prepared by J. W. Walsh, vice president; J. E. Hansen, director of research; and James Sottile, general chairman.

The Board of Inquiry was chaired by Frederick C. Fischer, chairman, former vice president-personnel, Macys, with Stanley H. Ruttenberg, noted labor economist, designated as labor member and Herman E. Cooper, attorney, designated as the carrier member representing the Long Island Rail Road.

Fischer and Ruttenberg were members of Presidential Emergency Board 184 that heard a prior dispute between the Brotherhood and the Long Island Rail Road back in November of 1973.

The Board of Inquiry was established this year when it became apparent that a strike was imminent and the Carter administration did not plan to appoint an Emergency Board.

In its report to the Board of Inquiry, the BofRS said that "wage increases should be based on a percentage of existing rates. First, many labor contracts now provide that some monetary consideration be allowed for longevity periods with the company. For the most part, it is our experience that senior employes hold the higher rated positions accruing through their seniority. Thus, where applying percentage increases, these employes stand to gain the most.

"Secondly, cents per hour increases have resulted in a compression in the hourly rate differentials between all classes, to the extent that there is often little inducement for employes to accept promotion to higher classifications.

"Thirdly, percentage increases would ultimately provide differentials somewhat corresponding to the intent sought by the carrier in establishing an 80% entering rate for new employes in our last agreement, but on a more equitable basis wherein the employe is compensated for prior experience, in addition to longevity with the company. We strongly urge that this Board give serious consideration to recommending that any wage increases granted be applied on a percentage basis," the BofRS report stated.

Concerning COLA, the BofRS report asked for continuation based on one cent for each 0.3 of one point rise in the CPI. "This amended formula is consistent with the cost-of-living adjustments to wages on nearly 100% of Class I railroads in the United States. Continuation of cost-of-living adjustments is vitally important to our members and therefore one of top priority."

The Signalmen asked that vacation periods be increased and the number of qualifying days be reduced, dependent upon the employe's consecutive period of service with the carrier. "Our Notice proposes that six weeks' vacation (30 days) be granted to qualifying employes . . . . Railroad employes in Canada now have vacation agreements which provide for up to a maximum of 30 days . . . Current Section 6 Notices which have been served on carriers in the United States contain requests for 30 day vacation periods," the BofRS report notes.

On August 16, 1977, Walsh presented the Signalmen's report to the Board of Inquiry, and also, along with Sottile, answered questions from the Board. During this hearing by the Board it was brought out that Long Island has installed many new interlockings and signal systems as well as automatic rail-highway grade crossing warning systems in the past year and a half. During this 1½ years, the signal force has been shrinking, from 280 to about 258 or 260. At this point, the following took place between Sottile and Ruttenberg (labor economist on Board).

**Mr. Ruttenberg:** During the course of these installations which you have mentioned that have taken place in

the past year and a half or so, let's go back to the 1973 agreement. How many people were employed as signalmen on the Long Island at that point?

**Mr. Sottile:** Approximately 280.

**Mr. Ruttenberg:** How many are currently employed?

**Mr. Sottile:** About 258, 260.

**Mr. Ruttenberg:** So there are about 20 to 22 fewer signalmen today operating as a result of deaths, retirements, lay offs and people who have not been replaced.

**Mr. Sottile:** That's correct, Mr. Ruttenberg.

**Mr. Ruttenberg:** So there are fewer workers today as a result of these developments, but at the same time there have been these significant improvements in the technology of signal operations on the Long Island.

**Mr. Sottile:** That's correct.

**Mr. Ruttenberg:** Now, let me ask you, just as a matter of negotiations and past practices, when one talks about productivity advancements in collective bargaining to reflect a wage increase, are we talking about relating that agreement in '73 to productivity that has occurred in the past or are we talking about anticipating in the future?

Isn't it fair to say that a collective bargaining agreement really reflects productivity changes of the past and that one doesn't negotiate productivity, negotiate wage increases in anticipation of future productivity, but mainly in relation to past productivity advances?

**Mr. Sottile:** That's correct. I don't think anyone at this table can foresee the future. I'm sure that when we negotiate, we negotiate for past productivity.

**Mr. Ruttenberg:** It seems to me that with the increase in the technology on the railroad and with the reduction of employes that there has been a demonstrable increase in productivity since the last collective bargaining agreement.

**Mr. Sottile:** That's correct, definitely.

**Mr. Walsh** (BofRS vice president): We can only go on what we hear in the rumor mill as far as what productivity would be in the future, going on the assumption that federal funds will be available to do all the projects that are being planned by the railroad.

Unfortunately, it has been our experience that the railroad management ties productivity into restrictive work rules, . . . . but, we don't think that productivity should be tied entirely to work rules.

**Mr. Ruttenberg:** With less employes and more sophisticated signal equipment, what impact does this really have on your ability to maintain and keep the equipment operative and running?

**Mr. Sottile:** We are hard pressed at times to do that because of the improved signal systems. With the amount of work, we find it hard to catch up on the maintenance that was deferred.

In another exchange between Walsh and Cooper (carrier member of the Board), the point was raised concerning the types of jobs or classifications of persons furloughed.

**Mr. Cooper:** I'm trying to point out that the principal attrition in your group has been in the signalmen helpers rather than in the signalmen and other categories.

**Mr. Walsh:** When you have those reductions in forces, a foreman's job gets abolished. The foreman then displaces the signalman. The signalman displaces an assistant signalman, and the assistant displaces a helper. And the helper goes out on the street.

. . . . These helpers don't sit around doing nothing. They have certain assigned duties. When you furlough 10 or 15 helpers, the work those helpers were doing falls over on to the signalmen or assistants or someone else.

The Board of Inquiry did not issue a report per se, each member submitted his own report. Ruttenberg's report issued October 11, 1977, included considerable evidence

Key participants in the BofRS-LI case are shown at the Board of Inquiry on August 16, 1977. Left to right (standing) are: James Sottile, general chairman; Stanley H. Ruttenberg, labor economist, member of BofI; John E. Hansen, BofRS director of research; R. K. Pattison, president LI; Joseph W Walsh, vice president BofRS; Herman E. Cooper, attorney, carrier member BofI; unidentified LI attorney; and R. E. Peterson, superintendent personnel management, LI. Seated at the table is Frederick C. Fischer, chairman, Board of Inquiry.

to support a statement that: "The productivity advances and the dollar savings associated with those advances in productivity are more than enough to cover the wage increases that I am recommending." Ruttenberg recommended a 7% wage increase for each of two years; July 1, 1976 and July 1, 1977.

Board of Inquiry Chairman Fischer recommended a 2½ year contract with wage increases of 5% effective July 1, 1976; 5%, effective July 1, 1977 and 2½% effective July 1, 1978.

While Ruttenberg agreed to roll in the 22¢ COLA, Fischer would agree to continue COLA and have it paid every three months beginning July 1, 1977.

Board Member Cooper recommended agreement with Fischer on COLA and recommended that it be "the entire wage package and is limited to a contract period of three years." Cooper did not recommend any percentage wage increases.

As for the Signalmen, a Mediation Agreement between Brotherhood Local 56 and the Long Island Rail Road was signed by Sottile and Pattison on Nov. 21, 1977. The agreement comes after many months of hard bargaining. In fact, Chairman Sottile served notice on the Long Island Rail Road in early 1976 with a request that his Section 6 Notice become effective July 1, 1976.

Although the Brotherhood presented its case to the Board of Inquiry in August and the various reports of the Board Members were dated Oct. 11, 1977, it was a Nov. 30, 1977 strike date by the United Transportation Union that brought action.

J. W. Walsh, Brotherhood vice president reports:

"As a result of the UTU setting a strike date, the chairman of the Metropolitan Transportation Authority obtained a temporary restraining order from New York State Court that not only precluded the UTU from going on strike, but covered every other labor organization on the property.

"During Saturday, Nov. 12 and Sunday, Nov. 13, I had many conversations with the chairman of the MTA and George Ives of the National Mediation Board. As a result of these discussions, General Chairman Sottile and I were able to reach an agreement whereby following Sottile's appearance in Court with an attorney furnished by our organization, we had the temporary restraining order lifted from the Signalmen and all other organizations except the UTU. When we left Court on Monday, Nov. 14, we met with the chairman and finalized the agreement.

"The moratorium on this agreement allows our organization to serve a Section 6 Notice on Oct. 1, 1978 to become effective July 1, 1979. While we do have an agreement it seems we will not have much rest from negotiations on the Long Island as we must begin negotiations right after the first of the year on the Long Island pension plan for changes to become effective on July 1, 1978," Walsh reports.

After signing the agreement Jim Sottile who had been general chairman on the Long Island for the past seven years resigned his position. During his tenure as general chairman Sottile reported that he negotiated three wage contracts with the assistance of Vice President Walsh, and during these negotiations one round ended up before Presidential Emergency Board 184, another before a Board of Inquiry, and in only one instance were the Signalmen able to reach an agreement with Long Island management without the threat of a strike.

Sottile reported this round of negotiations was possibly the toughest he had been in to date due to the financial condition of New York City and the involvement of Harold Fisher, chairman of the Metropolitan Transportation Authority, and Dan Scannell, chief negotiator for the Metropolitan Transportation Authority.

Sottile reported that effective July 1, 1978 the final 6% will become incorporated into the hourly rates of pay. Members of Local 56 who are covered by the agreement will be receiving the following:

Foreman, $12.52 per hr. or $26,146 per yr.
Assistant Foreman, $11.58 per hr. or $24,181 per yr.
Technician, $9.55 per hr.
Signal Inspector, $9.42 per hr.
Signal Maintainer, $9.28 per hr.
Signalman, $9.14 per hr.
Ass't. Signalman, $8.73 per hr.
Helper, $7.48 per hr.

Sottile reports that the three contracts negotiated during his tenure as general chairman doubled the wages of the Brotherhood's members employed by the Long Island Rail Road.

In submitting his resignation he stated that he has enjoyed representing the Signalmen on the Long Island and will miss his participation in Brotherhood business and wished all of his fellow general chairmen and Grand Lodge officers well in their future endeavors.

# From the Secretary-Treasurer's Office

## Retirement taxes rise reports W.D. Best

Because of laws coordinating the railroad retirement and social security systems, certain provisions of recent social security legislation also apply to the railroad retirement system. As a result of the social security legislation, railroad retirement taxes increase, the post-retirement earnings restrictions applicable to some railroad retirement annuitants are revised, and a number of other changes are effected.

The following questions and answers describe the changes in railroad retirement taxes and earnings restrictions.

**(1) What is the regular railroad retirement tax rate for 1978?**

The employee railroad retirement tax rate increases from 5.85% to 6.05% for 1978 and the regular railroad retirement tax rate for railroad employers increases from 15.35 to 15.55%. Because of this increase, all railroaders will pay higher taxes in 1978.

The recent social security legislation scheduled further increases for 1979 and later years. The tax rate for employees will rise to 6.13% for 1979 and 1980, and, in graduated steps, to 7.65% in 1990. Employers pay these rates plus an additional 9.5%.

**(2) Does the maximum amount of earnings subject to railroad retirement taxes also increase?**

Yes. The maximum amount of railroad earnings subject to regular railroad retirement taxes will increase for employees and employers from $1,375 per month for 1977 to $1,475 per month for 1978. The recent social security legislation provided for further increases in the maximum amount of earnings taxable for future years. The maximum monthly amount taxable rises to $1,908 for 1979, to $2,158 for 1980 and to $2,475 for 1981. Employers match these employee taxes and pay an additional 9.5% subject to the taxable maximums scheduled under previous law.

**(3) How much more will railroaders pay in railroad retirement taxes?**

Because both the railroad retirement tax rate and maximum monthly taxable amount are increased, all railroaders will pay higher taxes but higher salaried railroaders will have the greatest tax increases.

A railroader earning $1,000 per month will pay $60.50 per month in railroad retirement taxes in 1978, $2 more than he paid in 1977. Employees earning $1,475 per month or more will pay $89.24 in railroad retirement taxes each month, $8.80 more than they paid in 1977. The maximum amount a railroad pays in regular railroad retirement taxes per month for each employee increases from $211.06 to $229.36 for 1978.

By 1981, a railroader earning $1,000 a month will pay $66.50 in railroad retirement taxes each month while a railroader earning $2,475 or more a month will pay $164.59 each month in railroad retirement taxes.

**(4) Are other railroad retirement taxes paid in addition to regular railroad retirement taxes?**

Employees pay only regular railroad retirement taxes but railroad employers pay railroad retirement supplemental annuity taxes and railroad unemployment-sickness taxes in addition to regular railroad retirement taxes. For the first quarter of 1978 the supplemental annuity tax rate paid by railroad employers is 12¢ per manhour, a decrease from the 1977 rate of 12.5¢ per manhour. Railroad employers also pay a tax of 8% on the first $400 of an employee's monthly earnings to finance the railroad unemployment-sickness program.

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**(5) Do the earnings limitations, that some annuitants are subject to, increase in 1978?**

Yes. Because of the social security legislation, annuitants who work after retirement can earn more without having their benefits reduced. The 1977 exempt earnings amount of $3,000 was raised to allow annuitants age 65-72 to earn $4,000 in 1978 before benefits are reduced. For annuitants under age 65, earnings over $3,240 in 1978 can cause a reduction in benefits.The special earnings limitations for disabled annuitants are not changed.

The exempt earnings amount for annuitants over age 65 is further increased to $4,500 in 1979, to $5,000 in 1980 to $5,500 in 1981 and to $6,000 in 1982.

For those annuitants subject to these earnings restrictions, a reduction of $1 in benefits is made for every $2 earned over the exempt amount. The provision of previous law allowing full payment of benefits for any month in which earnings were less than one-twelfth of the annual limit will, beginning in 1978, be limited to the year of retirement.

**(6) Who is subject to these earnings limitations?**

These earnings limitations apply to almost all survivor annuitants. They also apply to some retired employees and their wives, generally to those who are also qualified for social security benefits. Most of those retired employees and wives who are subject to these earnings limitations have been notified by the Board as to how earnings will affect their annuities.

Currently, these earnings limitations do not apply once an annuitant reaches age 72; in 1982, annuitants age 70 or older become exempt from these limitations.

Regardless of earnings, no railroad retirement annuity is payable for any month in which an annuitant works for a railroad, nor are railroad retirement annuities payable to retired employees and their spouses for any month in which they return to work for their last pre-retirement nonrailroad employer.

# General Committee News

At one of its meetings, the Union Pacific general committee discussed application of the Hours of Service Act, matters relative to the various locals on the UP and other matters of interest to members.

## Union Pacific

One day was devoted to discussion of handling claims and grievances. Vice President M. B. Frye led the discussion, conducted a mock investigation and made a most important contribution in describing how to handle discipline cases. A special arbitration film was shown and Frye pointed out the significance of the film and how the material contained in it can be applied to Signalmen's discipline case handling.

Those attending are shown here: standing (left to right): O. E. Anderson, assistant general chairman and local chairman, American Lodge 111; Benjamin E. Price, local chairman, Eureka Lodge 10; D. J. Kohler, local chairman, Rock Springs Lodge 8; W. R. Evans, local chairman, Portland Lodge 155; Marion W. Brown, local chairman, Rock Springs Lodge 8; and Leonard M. Priel, local chairman, Rock Springs Lodge 8. Seated (left to right) are: M. B. Frye, vice president, BofRS; John T. Bass, vice president, BofRS; Louis C. Sedlacek, general chairman, UP; and W. M. Lucas, local chairman, Rock Springs Lodge 8.

# Southern Pacific

Southern Pacific general committee program included a training session with Vice President M. B. Frye as instructor. Handling of claims and grievances was the key topic with additional instruction concerning handling discipline cases and investigations. Shown here (left to right) are: C. J. Chamberlain, then BofRS president; Frye, John T. Bass, vice president, BofRS; W. E. Crawford, retired SP general chairman; R. T. Bates, then secretary-treasurer, BofRS; and Val Van Artsdalen, general chairman.

Members attending the SP general committee included (standing left to right): R. E. Wierema, local chairman, P. J. Lukes, Lodge 153; Al M. Dickey, general secretary-treasurer and local chairman, Oakland Lodge 92; E. H. Phillips, vice general chairman and local chairman, Los Angeles Lodge 104; L. J. Mortenson, local chairman, Tucson Lodge 126; L. H. Carmichael, local chairman, Sacramento Lodge 179; George Bozaan, local chairman, Pacific Electric Lodge 100; John Hicks, local chairman, Los Angeles Lodge 104; P. O. Gowen, local chairman, El Paso Lodge 182; C. I. Young, local chairman, Lodge 34; and J. H. Mullen, local chairman, Roseburg Lodge 152. Seated (left to right) are: Val Van Artsdalen, general chairman; M. H. Sutton, local chairman, Lodge 170; M. B. Frye, vice president, BofRS; John T. Bass, vice president, BofRS; C. J. Chamberlain, then president, BofRS; R. T. Bates, then secretary-treasurer, BofRS; W. E. Crawford, retired SP general chairman; J. Y. Nance, local chairman, Sacramento Lodge 179; and O. C. Lewis, local chairman, Sacramento Lodge 179.

Southern Railway executive committee meeting included (left to right): E. W. Williams, local chairman, Walters Lodge 110; R. H. Varner, assistant general chairman, Central of Georgia; D. M. Helton, local chairman, Miller-Griffith Lodge 49 and assistant general chairman; C. Eugene Yelton, general secretary-treasurer; and Charles R. Vaught, general chairman. Vice President Charles S. Chandler attended this meeting.

# Southern

General Secretary-Treasurer C. Eugene Yelton was congratulated on his many years of fine service to the committee. He will be retiring shortly.

# Norfolk & Western

Norfolk & Western general committee met to review progress on the agreement revision. Shown here (left to right at head of table): B. V. Clyburn (writing) vice general chairman; Charles S. Chandler, vice president, BofRS; V. Joseph Sartini, general chairman, N&W; R. Thomas Bates, then secretary-treasurer, BofRS.

Kenneth E. Beckett (left) local chairman, King Lodge 201, receives a BofRS certificate of recognition of successful completion of the N&W's signal training program from General Chairman Joe Sartini.

Shown here (left to right) are: Sartini; Bates; Paul E. Stevens, vice general chairman, Wabash Lodge 55; L. E. Mawyer, local chairman, Goodwin Lodge 77; D. J. Hatfield, vice general chairman; Ralph E. Markle, vice general chairman; and W. D. Pickett, recording & financial secretary, Goodwin Lodge 77.

David J. Hatfield (left) local chairman, Austin Lodge 113, receives a BofRS certificate of recognition of successful completion of the signal training program from V. J. Sartini, general chairman.

Shown below (left to right) are: John L. Howard, vice general chairman and local chairman, Goodwin Lodge 77; Kenneth E. Beckett, local chairman, King Lodge 201; William P. Bath, local chairman, Lodge 169; and B. V. Clyburn, local chairman, Goodwin Lodge 77.

Ralph E. Markle, local chairman, Goodwin Lodge 77, receives congratulations and a 30-year BofRS membership pin from General Chairman Joe Sartini.

ConRail (Penn Central) executive committee met to discuss common issues and to arrive at solutions to some current problems. Shown here (left to right) are: Bernard E. Britcher, general chairman; Howard W. Ahrens, assistant general chairman; Floyd F. Guy, vice general chairman and local chairman, Lodge 40; and Joseph W. Walsh, vice president, BofRS.

Shown at right (left to right) are: A. J. Smith, vice general chairman; Richard J. Szprygada, assistant general chairman; J. C. Bean, local chairman, Rochester Lodge 93; S. F. Slade, vice general chairman; and Donald Murphy (writing), system secretary-treasurer.

## ConRail (Penn Central)

Shown here (left to right) are: J. C. Bean, local chairman, Rochester Lodge 93; S. F. Slade, vice general chairman; Donald Murphy, system secretary-treasurer; and Willis Abner, assistant general chairman.

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# News

## Medicare benefits reduced Jan. 1, 1978

Effective with benefit periods beginning in 1978, the Part-A Medicare deductible and coinsurance amounts have been increased. For covered services in benefit periods beginning January 1, 1978, Medicare will pay:

For the first 60 days in the hospital — all but the first $144 (the current amount is $124).

For the 61st through the 90th day in the hospital — all but $36 a day (the current amount is $31 a day).

For the 60 lifetime reserve days used — all but $72 a day (the current amount is $62 a day).

For the 21st through the 100th day in a skilled nursing facility — all but $18 a day (the current amount is $15.50 a day).

## FRA safety rules don't apply to Chicago transit

A three-judge U.S. Court of Appeals in Chicago has ruled that the Federal Railroad Administration cannot impose its safety regulations on the Chicago Transit Authority. the unanimous decision reversed a lower court ruling that held CTA subject to FRA rules. CTA filed the lawsuit over two years ago to block FRA applying its safety regulations to transit operators. FRA had relied on the broader powers of the 1970 Railroad Safety Act.

CTA attorneys argued that transit operations should be regulated by the Urban Mass Transit Administration, not FRA. "No one ever said that we denied the right of the Federal government to regulate us."

## Best appointed trustee of economic council

W. D. Best, BofRS secretary-treasurer, has been appointed a trustee of the Illinois Council on Economic Education. ICEE is a non-profit, non-partisan organization dedicated to the improvement of economic education in Illinois schools.

Last month Brother Best spoke to teachers at Millikin University in Decatur, IL. He presented a general overview of the labor union position in the American economic system.

### Consumer Price Index
(1967 = 100.0)

| | |
|---|---|
| **Dec. 1977** | **186.1** |
| **Nov. 1977** | **185.4** |
| Oct. 1977 | 184.5 |
| Sept. 1977 | 184.0 |
| Aug. 1977 | 183.3 |
| July 1977 | 182.6 |
| June 1977 | 181.8 |
| May 1977 | 180.6 |
| Apr. 1977 | 179.6 |
| Mar. 1977 | 178.2 |
| Feb. 1977 | 177.1 |
| Jan. 1977 | 175.3 |
| Dec. 1976 | 174.3 |
| **Nov. 1976** | **173.8** |

## COPE to hold ten conferences in 1978

Ten area conferences are scheduled by the AFL-CIO Committee on Political Education as kickoff meetings for the 1978 campaign.

In announcing the conferences, COPE Director Al Barkan said, "We have our work cut out for us this year. There are scores of marginal House seats and about a dozen marginal Senate contests confronting us in which the combined resources of the newly active right-wing and the vast multiplying corporate political action committees will be thrown against our friends. We've really got to go all out to help re-elect as many of our friends as possible. We hope these conferences will set the tone for our whole COPE effort this year."

Senators and Representatives from the states involved will address each conference. A new COPE film will be shown dealing with the threat of the most sophisticated right-wing political effort ever.

All local unions are invited to send delegates. Prior credentials are not required.

The conference dates, cities, hotels and states represented follow:

**February 4, Atlanta, Georgia, Hyatt Regency;** Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina and Tennessee.

**March 3, Houston, Texas, Sheraton Houston;** Arkansas, Louisiana, Mississippi, Oklahoma and Texas.

**March 11, Philadelphia, Pennsylvania, Philadelphia Sheraton;** Delaware, Maryland-D.C., Pennsylvania, Virginia and West Virginia.

**March 18, New York, New York, Americana of New York;** New Jersey and New York.

**March 22, Boston, Massachusetts, Sheraton-Boston Hotel;** Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont.

**March 31, Minneapolis, Minnesota, Sheraton-Ritz;** Iowa, Minnesota, Nebraska, North Dakota, South Dakota and Wisconsin.

**April 4, Chicago, Illinois, Hyatt Regency-O'Hare;** Illinois, Indiana, Michigan, Missouri and Ohio.

**April 12, Portland, Oregon, Sheraton-Portland Hotel;** Alaska, Hawaii, Idaho, Oregon and Washington.

**April 15, San Francisco, California, Sheraton-Palace Hotel;** Arizona, California and Nevada.

**April 19, Denver, Colorado, Denver Hilton Hotel;** Colorado, Kansas, Montana, New Mexico, Utah and Wyoming.

## Retiree earnings limits liberalized

Recent social security legislation revised the psot-retirement earnings restrictions which also apply to some railroad retirement annuitants. These earnings restrictions apply to almost all survivor annuitants under age 72 and to some retired railroad employees and spouses, generally those also entitled to social security benefits. Under previous law, the 1977 earnings limit of $3,000 automatically increased to allow earnings up to $3,240 in 1978 before benefits are affected. The recent

legislation increased the 1978 limit to $4,000 but only for annuitants age 65 to 72; those under age 65 remain subject to the $3,240 limit in 1978.

For annuitants age 65 to 72 the new law further increases the exempt earnings limit to $4,500 in 1979, $5,000 in 1980, $5,500 in 1981 and $6,000 in 1982. In 1982, the age at which the individual is exempt from earnings limitations will drop from age 72 to age 70. However, beginning in 1978, the earnings were less than one-twelfth of the annual limit will be limited to the year of retirement. The special earnings rules for disabled annuitants have not changed.

Regardless of the amount of earnings, no railroad retirement annuity is payable for any month in which an annuitant works for a railroad, nor is one payable to retired employees and their spouses for any month in which they return to work for their last pre-retirement nonrailroad employer.

## Poll shows labor has done much for Americans

Who has done more for Americans: Labor or business? Labor say most Americans according to a telephone poll made by Public Interest Opinion Research of Alexandria, VA. Results from interviewing a random national sample of 800 adults, 18 years of age or older said labor gave stronger support than large business organizations for the following:

—Higher minimum wage: 77% say labor, 9% say business supported better wage minimums.

—Full employment: 61% say labor; 14% say business.

—Social Security: 57% say labor, 15% say business.

—Better housing: 51% say labor, 15% say business.

—Medicare: 46% say labor; 13% say business.

—Civil rights legislation: 45% say labor; 15% say business.

—Lower fuel prices: 45% say labor; 18% say business.

—Closing tax loopholes: 40% say labor; 16% say business.

Aid to education: 38% say labor; 22% say business.

According to the PIOR survey, 50% of all Americans agree that most working people need labor unions to protect their rights. The poll showed 34% disagreeing and 7% unsure.

Also, the survey revealed that in various geographic areas the need for unions was understood. In the cities, 61% of those polled agreed that unions are needed. In the suburbs, 63% agreed, while even in rural areas 54% said that unions are needed.

The survey asked whether people agreed with this statement: "Even if there weren't labor unions, big corporations would pay fair wages and give decent benefits to people who work for them." By a margin of 54% to 35%, Americans disagreed. Even non-union families rejected this argument by 48% to 40%.

Concerning right-to-work laws, the survey asked 800 adults what the phrase "right-to-work" meant to them. "Only 13% of those surveyed volunteered any union-related answer, despite the fact that these laws deal solely with the type of collective bargaining agreements unions may negotiate with employes," said Vic Kamber, director of the AFL-CIO Task Force on Labor Law Reform.

According to PIOR, 45% of the respondents thought the phrase referred to "basic freedom," 23% thought it meant "more jobs," and 3% said "less welfare."

Respondents then were asked: "From what you know, do you favor or oppose state 'right-to-work' laws?" Such laws were favored by 56% with 16% opposed and 28% had no opinion.

When the question was rephrased this way: "Do you think it's fair for people to receive benefits from an organization such as a labor union without paying any of the costs of getting those benefits?" an overwhelming 74% said it was not fair. Only 15% thought it was fair and 11% didn't know.

" 'Right-to-work' laws have nothing to do with creating jobs or protecting basic freedoms," Kamber said, "all they do is stop companies from negotiating contracts requiring that, if a majority of its workers vote to join a union, all the firm's workers must pay their fair share of the cost of union representation. Since unions must represent all the workers in a workplace, union members and non-members alike, it is only fair that all workers should share union costs."

## ACI labeling no longer required

Nearly 50 railroads voted by a margin of 5 to 1 to drop the mandatory interchange rules requiring railroads to equip and maintain automatic car identification labels on freight and passenger cars and piggyback trailers and containers. Ten roads voted to retain the aci labeling rules. Several railroads will continue to use aci and will maintain labels on their own cars, but labeling will not be required by AAR interchange rules.

Voting was conducted by letter ballot by the Association of American Railroads' Mechanical Division. The voting is on the basis of units of equipment owned. More than 1 million votes were cast to drop the mandatory aci labeling rules while 200,000-plus votes were in favor of retaining aci labeling rules. ConRail and Southern Pacific with about 250,000 votes between them abstained and an additional 10,000 votes were not cast.

Dropping of mandatory aci labeling rules does not mean the end of aci. Even the AAR admits that continued aci usage should be possible for those roads now using it and it will give them time to develop alternate means for effective cars control.

Still pending is a federal court suit by aci manufacturer Computer Identics Corp. and its subsidiary ACI Systems Corp. against Southern Pacific, two of its subsidiaries and a consultant. The suit is based on al-

*(Please turn to page 27)*

# Block Signaling Adjuncts

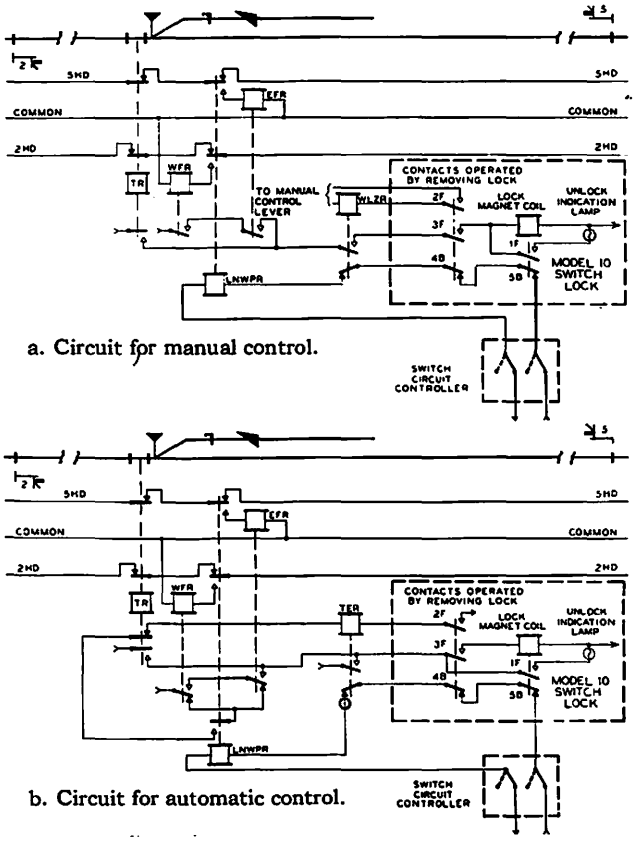
### LOCKING THE LEVER

The Model 10 electric switch lock locks the hand-throw lever of most ground-throw switch stands and hand-operated switch machines.

The lock is operated by depressing the latch and removing the switch padlock. This action puts associated signals to stop. If traffic conditions permit, the lock coils are energized, and an indication lamp, visible through a window in the cover, lights. The lamp indicates to the trainman that the mechanism is unlocked. The pedal can now be depressed and the hand-throw lever of the switch stand operated to move the switch points.

An interlocked emergency release can be provided on the lock to be used if the switch must be unlocked when the normal circuit does not respond.

A tandem attachment is available for the Model 10 lock for locking the hand-throw lever in either the normal or reverse position. The tandem lock, as used within interlocking limits, prevents a trainman from operating a hand-throw switch to either the normal or the reverse position without receiving an electrical unlock.




a. Circuit for manual control.

b. Circuit for automatic control.

Fig. 512-Typical application circuits showing the Model 10 switch lock applied to absolute permissive block signaling.

The typical circuit in Figure 512 is arranged for manual control of the Model 10 electic switch lock. Release of the lock for a move from the siding onto the main line is accomplished as follows: mechanically operated contacts 2, 3, and 4 in the lock mechanism are operated when the trainman's padlock is removed from the switch stand. Contact 4b opens the circuit to lever normal switch repeater relay LNWPR which drops, opening the line wire circuits to signal control HD relays controlling approach signals 2 and 5. Back contacts on LNWPR close circuits from the HD wires through westward and eastward traffic relays WFR and EFR to common. If traffic conditions permit, the towerman, upon being notified, energizes switch lock control relay WLZR by line wire control. Front contacts of WFR, EFR, and WLZR now establish a circuit through the lock magnet coil to release the lock. LNWPR is prevented from picking up, as its control circuit is opened by contact 5 on the lock magnet as well as by a back contact on WLZR.

Release of the switch lock for a move onto the siding is as follows: with a train standing in the track section, which deenergizes track relay TR, and with WLZR energized by the towerman, energy is fed through a back contact on TR, front contact on WLZR, and mechanically operated contact 3F to the lock magnet coil. In this case the front contacts on WFR and EFR are bypassed, as the train has automatically established its block protection.

The typical circuit in Figure 512 is arranged for automatic control of the Model 10 electric switch lock. For a move onto the main line, the trainman, as with manual control, removes the padlock, opening the mechanically operated contacts and dropping LNWPR. If there are no trains approaching either signal 2 or 5, WFR and EFR traffic relays will pick up and energize the lock magnet coil through mechanically operated contact 3F. If either traffic relay, however, is deenergized, indicating that a train is approaching, time element relay TER will be energized, the circuit being through WFR or EFR back, LNWPR back, TR front, the coil of TER, and mechanically operated contact 2F. This circuit thus prevents the trainman from getting a release until time has elapsed to permit an approaching train to obey the stop signal.

For a movement onto the siding, the track relay will be down, and a circuit completed through mechanically operated contact 3F to energize the lock magnet coil.

# News from Canada

## Passenger service final plan is announced

The final plan for Western transcontinental passenger train service in Canada has been reported by D. H. Jones, chairman, Railway Transport Committee, Canadian Transport Commission.

The final Plan reduces the trip from Montreal to Vancouver from four nights to three, and also provides more convenient departure times from most of the larger communities along the route.

**TARGET DATE:** The CTC's Railway Transport Committee says that the Final Plan could be implemented as early as June, 1978, but adds that the target date should be no later than October, 1978.

Following are some key extracts from the Final Plan report:

i) a daily Montreal/Toronto-Vancouver train running on CP Rail track via Thunder Bay, Winnipeg and Calgary, with a schedule patterned on that of the present "Canadian";

ii) a connecting daily Winnipeg-Vancouver train running on CN track via Edmonton, with a schedule basically the same as that of the train via Calgary;

iii) a connecting three-times-per-week Capreol-Winnipeg train on CN track via Nakina, with bus transfer between Sudbury and Capreol;

iv) retention of local trains between Capreol and Nakina on CN track and between Sudbury and White River on CP track, at a minimum frequency of three-times-per-week but with flexibility to increase frequency should demand warrant it.

**NORMAL SERVICE:** The condensed schedule presented here is intended to permit flexibility in the achievement of the FINAL PLAN'S features, as outlined in the previous section. The timings are based for the most part on existing practice and are merely suggested timings. The timings ultimately placed in operation under the FINAL PLAN may differ somewhat, so long as they adhere to the following pattern.

Using the westbound direction and a Monday departure as the example, the service will operate as follows:

i) The Montreal train leaves Central Station on CN track around noon; moves to CP Rail track at a cross-over to be constructed between Dorval and Vaudreuil, uses CP Rail track through Ottawa, the Ottawa Valley and North Bay; arrives at Sudbury CP station around ten o'clock Monday night.

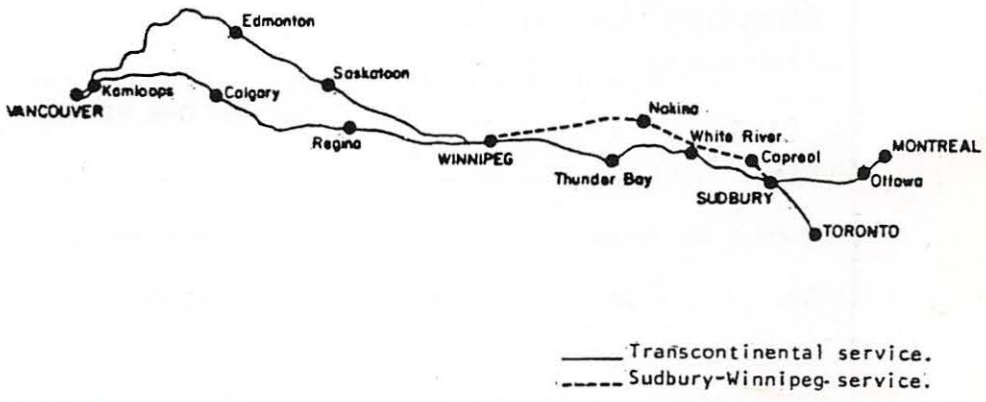
ii) The Toronto train leaves Union Station about four o'clock in the afternoon; follows CN track through Barrie to South Parry moves there to CP track at a cross-over to be constructed; arrives at Sudbury CP station around ten o'clock Monday night.

iii) The Montreal and Toronto trains are consolidated at Sudbury; the combined train leaves Sudbury around eleven o'clock Monday night; travels on CP track through Northern Ontario via Thunder Bay; moves to CN track at a cross-over east of Winnipeg; arrives at Winnipeg CN station around nine o'clock Tuesday night.

iv) After marshalling of cars, the Winnipeg, Edmonton-Vancouver train leaves Winnipeg CN station around ten o'clock Tuesday night; crosses the Prairies on CN track and arrives at Edmonton around three o'clock Wednesday afternoon; crosses the mountains and arrives at Vancouver around three o'clock Thursday afternoon.

v) The Winnipeg-Calgary-Vancouver train also leaves Winnipeg CN station around ten o'clock Tuesday night; moves to CP track at a cross-over at Portage La Prairie; crosses the Prairies and arrives at Calgary around three o'clock Wednesday afternoon; crosses the mountains and arrives at Vancouver station around eleven o'clock Thursday morning.

**PEAK PERIOD SERVICE:** During peak periods — the summer months of July and August; the shoulder periods leading up to July and following August; the Christmas/New Year's and certain other



holiday periods — it is anticipated that additional demand will make necessary the running of two sections of the transcontinental train on the Sudbury-Winnipeg segment of the route.

**RECOMMENDATIONS:**

i) That the implementation of the FINAL PLAN be accompanied by a major marketing and promotional effort.

ii) That reservation systems, marketing efforts, stations and tariffs be consolidated and improved within a single management structure — VIA Rail Canada, Inc.

iii) That methods of providing more economical meal and sleeping facilities be investigated, bearing in mind the necessity that these services continue to be of an adequate standard.

iv) That a long range investigation of the non-train-riding public be undertaken, in order to assess the ultimate market for transcontinental passenger-train service.

v) That, depending upon the outcome of that investigation and of careful economic analysis, the Government and VIA Rail Canada proceed with the re-equipping of the trains with new, more efficient and attractive equipment.

vi) That VIA Rail Canada have strict managerial autonomy, insofar as this is compatible with such financial or legal limitations as may be set for it as an agency of the Crown.

vii) That VIA Rail Canada meet with the Ontario Northland Transportation Commission to discuss the possibility of arranging connections at North Bay between services of the two organizations.

viii) That VIA Rail Canada provide its services in as efficient a mannner as possible, by the use of progressive management techniques and by means of an effective incentive-based system of contracts with the operating railways. This is considered by the Panel to be essential to the success of the FINAL PLAN.

ix) That, in establishing institutional changes, the greatest consideration be given to the interests and rights of railway employees.

x) That, upon publication of this document, VIA Rail Canada, Canadian National Railways and CP Rail begin carrying out the changes required to achieve the FINAL PLAN.

## Via Rail is a Crown Corporation in Canada

In a letter to members, E. G. Abbot, executive secretary, Canadian Railway Labour Association, provided a brief history of Via Rail Canada, as well as some pertinent excerpts from Proceedings in the Canadian House of Commons concerning Via Rail. The material is excerpted below:

In January 1976, the Minister of Transport, Honourable Otto Lang, announced that one way or another a separate entity from the Canadian National and the Canadian Pacific would be formed to operate rail passenger service in Canada. The Federal Government initially asked the Canadian National and the Canadian Pacific to get together and arrive at a separate entity for rail passenger services. They could not come to an agreement on the concept.

The name "Via" was introduced by the Canadian National approximately mid-1976, to designate their rail passenger equipment. The Canadian National discussed the concept with the Canadian Pacific offering to use the same "Via" designation, and blue and yellow colours on their passenger equipment. The Canadian Pacific declined. CN passenger services proceeded to use the colours and the Via designation for the passenger trains. It was at that time "CN Via Rail" simply a new public relations concept for Canadian National passenger service, nothing more. The Canadian Pacific did agree to publish a single timetable with its trains specifically named in red sections of the timetable and Canadian National in blue. This was simply one timetable instead of two separate documents.

On February 28, 1977, Transport Minister Otto Lang announced the creation of Via Rail Canada Incorporated to manage rail passenger services in Canada. At that time Via Rail Inc. was a subsidiary company of Canadian National — contemplated to work with Canadian National similar to Air Canada, which is known as "an arm's length relationship". (Air Canada has subsequently become an independent Crown Corporation with no relationship whatsoever to Canadian National.) Via Rail Inc. would have a separate Board of Directors, be subject to a separate audit and submit a separate report to Parliament. Via Rail Inc. was officially established by Parliamentary Supplementary Estimates (D) for the fiscal year ending March 31, 1977, by Vote 52d.

Before Parliament at this time is


***For Canadian residents only:***

Allow 6 weeks for change to take effect.

**Moving? Let us know!**

Please send your new address to:

**Brotherhood of Railroad Signalmen, 1396 St. Catherine St. W., Suite 323, Montreal, Que. H3G 1P9**

**Name** _____

**Street or Box No.** _____ **Apt. No.** _____

**City** _____ **Province** _____ **Zip** _____

**Lodge No.** _____ **Certificate No.** _____

another piece of legislation effectively changing Via Rail Inc. from a subsidiary company of Canadian National to a fully-owned entity of the Federal Government of Canada, i.e. a Crown Corporation. This being achieved by Vote L56a, which reads as follows —

To authorize

(a) the Minister to purchase on behalf of and to hold in trust for Her Majesty in Right of Canada all of the issued common shares of Via Rail Canada Inc. and to pay $100,000 in consideration thereof . . . $100,000.

This action has passed the committee stage and will be through the House before the Christmas recess. Via Rail Canada is now an independent Canadian Crown Corporation.

### —Department—Surface Transportation Program

Vote 52d—Surface Transportation—With respect to surface transportation:

(a) to deem VIA Rail Canada Inc., a railway company incorporated pursuant to Section 11 of the Railway Act,

(b) to authorize, subject to the approval of the Minister, VIA Rail Canada Inc. and any railway company to enter into contracts for the purpose of providing a unified management and control of rail passenger services in Canada; and

(c) to authorize the Minister subject to such terms and conditions as the Governor in Council may prescribe by regulations

(I) to enter into a contract with VIA Rail Canada Inc. with respect to

(a) the provision, management, or the operation of selected rail passenger services in such a manner as to improve efficiency, effectiveness and economy in rail passenger services in Canada;

(b) the reimbursement of the net cost of the corporation of operating a rail passenger service in accordance with the provisions of the contract;

(c) Incentive payments for the efficient operation of the rail passenger services in accordance with the provisions of the contract;

(II) to reimburse, out of monies to be appropriated by Parliament, a railway company for the prescribed portion of the cost incurred by the company for the provision of income maintenance benefits, layoff benefits, relocation expenses, early retirement benefits, severance benefits and other benefits to its employees where such costs are incurred as a result of the implementation of the provisions of the contract or discontinuance of a rail passenger service provided that the aggregate of the amounts payable annually pursuant to this authority for the purposes set out in Clauses (b) and (c) does not exceed $240,000,000.

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# News

legations of "Conspiracy to restrain . . . to monopolize trade," and it asks treble damages of $150 million under the Sherman Act. SP has sought dismissal on the grounds that the charges are without foundation.

Also Computer Identics has filed a petition with the Interstate Commerce Commission for making aci labeling mandatory under ICC car service rules.

Specifically CI "requests the Commission to institute a proceeding (Rule 42) for the purpose of issuing statements, rules or regulations of general application among railroads concerning rules and practices governing the installation, maintenance and use of automated car location systems for the control, distribution and interchange of locomotives, cars and other equipment."

The thrust of CI's argument to the ICC is that "no one in proper authority has considered this matter from the standpoint of the paramount public interest, in an efficient railroad transportation system. This is the Commision's particular role and responsibility. The Commission is the appropriate agency to conduct an investigation and to prescribe appropriate statements, rules or regulations if it determines any are needed. The questions involved are the same as those which lie at the heart of much of its regulation, notably that dealing with 'car service', which is defined to include the 'use, control, supply, movement, distribution, exchange, interchange, and return of locomotives, cars, and other vehicles used in the transportation of property.' (Interstate Commerce Act Sect. 1 (10)).

"A recent amendment of the Interstate Commerce Act declares that: 'It is the intent of Congress to encourage the purchase, acquisition and efficient utilization of freight cars." Sect. 1 (14).

CI also points out that the shipping public has had little or no opportunity to comment on this subject.

However, the ICC has turned down Computer Identics on its petition for the Commission to investigate aci. ICC said, among other things, that the "petitioner seeks the perpetuation of an experiment that has not satisfied the requirements of the AAR."

Industry observers will be watching the aci scene carefully. With no apparent car shortages at this time, some see a renewed interest if car shortages again appear. One wonders about DOT interest, especially the Federal Railroad Administration which partly funded the Chicago Railroad Terminal Information System. Has a change in DOT secretaries and FRA administrators really made FRA lose interest in aci? Right now a big question is why the railroad industry after spending upwards of $100 million on automatic car identification did not do more to make the system work on an industry-wide basis.

# Most Taxpayers Are Affected By Recent Changes in Tax Law

Some people like changes; others prefer things the way they are. But no matter which side of the fence you're on, one thing is certain: when you fill out your 1977 tax return, you won't be able to avoid the many changes in the tax law brought about through recent legislation.

You have probably heard that the standard deduction has been replaced by a zero bracket amount, which is a flat $2,200 for singles and $3,200 for marrieds, filing jointly. And there has been quite a bit of publicity about the new tax tables with the zero bracket amount, personal exemptions, and general tax credit built right in.

These changes affect most taxpayers, but don't require you to plan ahead. Because some of the new provisions however, do relate to preplanning, it makes sense to start gathering your records together and examining the tax consequences of some of your actions.

For instance, if you own capital assets, such as stock, bonds or real property that you intend to sell this year, are you aware that in order to qualify for long term capital gain or loss treatment, you must have owned that asset for more than nine months? The holding period in prior years was more than six months.

Do you also know that the amount of a capital loss you can use to offset your taxable income has been increased from $1,000 to $2,000?

Both of these changes can make a significant difference in your tax bill for 1977. Suppose, for example, that you never heard of the new nine month holding period, and you dispose of a capital asset after seven months, thinking that you will have to pay tax on only one-half of your profit. When you fill out your 1977 tax return you might be surprised at the amount of tax you owe.

If you have moved, or plan a move, in 1977, several changes in the tax law affect you. The distance requirement of 50 miles in order to claim moving expenses has been reduced to 35 miles.

In addition, the maximum deduction for pre-move househunting and temporary living expenses has been increased from $1,000 to $1,500. The deduction for expenses related to buying, selling, or renting a home has been increased by $500 to $3,000. Make sure you have records handy to remind you of all the expenses.

Expenses you pay for work-related child care may now be claimed as a tax credit. The credit is 20% of the amount you pay during the year for child care. The maximum amount of the credit allowed is $400 for one child and $800 for two or more children. Again, you should have complete records so you can take full advantage of any breaks coming to you.

It's obvious there are changes in store for many Americans when they prepare their 1977 Federal tax returns. To get a head start on your taxes contact the IRS for free publications on areas that will affect your taxes. You may order the publications by filling out the order form that is enclosed in the tax package you receive, or by contacting your local IRS office.

# IRS Answers Your Questions

There have been many changes in the tax law affecting the filing of tax returns for 1977. Here are some questions, with answers, from the Internal Revenue Service about some of these changes:

**Q:** I understand that if I move in 1977 I won't have to move as far to be able to claim my moving expenses. Is that true?

**A:** Yes. The old distance requirement of 50 miles has been reduced to 35 miles.

**Q:** Haven't some of the maximum allowance limits been changed too?

**A:** Yes. You may claim up to $3,000 for expenses involved in buying, selling, or renting a principal residence, of which no more than $1,500 may be used for pre-move househunting and temporary living expenses. The old limits were $2,500 and $1,000 respectively.

**Q:** I sold my house in 1977 and I'm over 65. Don't I get a special tax break because of my age?

**A:** Yes. If the home you sold had an adjusted sales prices of $35,000 or less, you pay no tax on any profit you made. Previously, the limitation was an adjusted sales price of $20,000 or less. You can take advantage of this tax break only once in a lifetime, and this benefit applies only to the sale of a home which has been your principal residence for at least 5 years of the last 8 years.

**Q:** What if my house has an adjusted sales price of more than $35,000?

**A:** Then your tax break is prorated and you are taxed on only a portion of your gain.

**Q:** I pay alimony to my former spouse, but I don't have enough deductions to itemize. Can I still claim the alimony on my return?

**A:** Yes. Beginning in 1977, alimony will be an adjustment to income, similar to moving expenses. This means that you need not itemize deductions to claim alimony payments.

**Q:** I usually itemize my deductions, but without my alimony payments I won't have enough to itemize. Won't my taxes be higher?

**A:** Probably not. For example, suppose you are single, make $30,000 a year, pay alimony of $5,000, and have other deductions of $1,000. In the past, you could deduct the $6,000 in itemized deductions, plus your exemption, to find your taxable income. Now, without itemizing, you can deduct your $5,000 in alimony payments and your exemption. Since the zero bracket amount is $2,200 ($3,200 for marrieds filing jointly), you will end up, in effect, with a lower taxable income, and a lower tax.

**Q:** I make child support payments. How much do I now have to pay in order to claim the exemptions for my children?

**A:** Under the old law, you had to pay $1,200 or more for the support of one or more children. You now have to pay $1,200 toward the support of *each* child. This applies only if your divorce decree or agreement does not specify who is to get the exemptions, and you are the noncustodial parent.

**Q:** There was a lot of talk about changing the sick pay exclusion. What's the final rule for 1977?

**A:** Sick pay for temporary absences from work is no longer excludable from taxable income. You must be totally and permanently disabled in order to exclude all or part of your disability income.

# Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

**This information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.**

**Aurora, CO 80010**
John J. Rossi, Morrisard
& Rossi, 1901 Peoria St.,
Suite 202
Tel. (303) 366-3501

**Baltimore, MD 21202**
Savage, Jones, Tingle &
Schwartzman, 10 Light St.,
30th Floor, Maryland
National Bank Bldg.
Tel. (301) 685-2713

**Bergenfield, NJ 07621**
Charles J. Tyne, 104 North
Washington Ave.
Tel. (201) 384-9433

**Birmingham, AL 35203**
Rives, Peterson, Pettus,
Conway, Elliot & Small, 800 First
National-Southern Natural
Bldg., 1900 Fifth Ave., North
Tel. (205) 328-8141

**Boston, MA 02108**
Francis H. Farrell, Suite 701,
Old South Bldg.
294 Washington St.
Tel. (617) 542-3270

**Chicago, IL 60602**
Henslee, Monek and Henslee,
1200 Madison Bldg.
120 West Madison St.
Tel. (312) 782-5925

**Cleveland, OH 44114**
Gaines, Stern, Schwarzwald & Robiner Co.,
L.P.A.
1700 Investment Plaza
1801 East 9th St.
Tel. (216) 781-1700

**Denver, CO 80030**
Ratner, Mattox, Ratner,
Ratner & Barnes, 3090 West
72nd Ave., Westminster
Tel. (303) 427-1414

**Houston, TX 77002**
Downman, Jones & Granger
1200 Houston First Savings Bldg.,
711 Fannin
Tel. (713) 224-3366

**Houston, TX 77002**
George L. Schmidt,
Schmidt & Matthews,
Houston Bar Center Bldg.,
723 Main St., Suite 810
Tel. (713) 233-4466

**Indianapolis, IN 46204**
Edward J. Erpelding,
Erpelding & Zika,
Indiana National Bank Tower, Suite 1680
Tel. (317) 632-4437

**Kansas City, KS 66101**
Ratner, Mattox, Ratner, Ratner
& Barnes, 855 New Brotherhood Bldg.,
Tel. (913) 321-2619

**Kansas City, MO 64105**
Norman R. Jones, Suite 826,
Commerce Tower, 911 Main St.
Tel. (816) 421-5411

**Los Angeles, CA 90013**
Hildebrand, McLeod & Nelson, Inc.,
304 South Broadway, Suite 404
Tel. (213) 629-2214

**Los Angeles, CA 90036**
Bodle, Fogel, Julber, Reinhardt
and Rothschild,
5900 Wilshire Blvd., Suite 2600
Tel. (213) 937-6250

**Miami Beach, FL 33141**
Hastings & Goldman
300 71st St., Suite 530
Tel. (305) 861-4971

**Minneapolis, MN 55402**
Rerat, Crill, Foley & Boursier,
656 IDS Center,
80 South Eighth St.
Tel. (612) 339-9231

**New York, NY 10017**
Elkind & Lampson, P.C.
122 E. 42nd St., Suite 1515
Tel. (212) 986-4921

**Oakland, CA 94612**
Hildebrand, McLeod, & Nelson, Inc.
1212 Broadway, Suite 830
Tel. (415) 451-6732

**Pittsburgh, PA 15219**
Evans, Ivory & Evans,
711 Frick Bldg.
Tel. (412) 471-3740

**Portland, OR 97204**
Carlton R. Reiter
Reiter, Bricker & Zakovics, P.C.
1200 Wilcox Building
Tel. (503) 226-1151

**Salt Lake City, UT 84101**
Wayne L. Black, Suite 400,
Ten West Third South St.
Tel. (801) 328-9741

**San Antonio, TX 78205**
George L. Schmidt,
1500 NBC Bldg.
Tel. (512) 227-7565

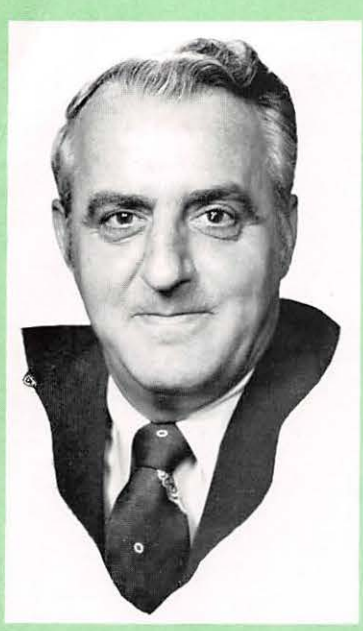
**Syracuse, NY 13202**
J. Murray Dunn,
707 State Tower Bldg.
Tel. (315) 422-0303

**Tucson, AZ 85705**
John P. Somers,
220 East Speedway Blvd.,
Tel. (602) 882-0920

**Vicksburg, MS 39180**
Ramsey, Bodron, Thames &
Robinson, Suite 7,
First National Bank Bldg.,
P.O. Box 1359
Tel. (601) 636-5561

**Wichita, KS 67201**
Ratner, Mattox, Ratner, Ratner
& Barnes, 444 North Market,
P.O. Box 306
Tel. (316) 262-6423

**Wichita, KS 67202**
John C. Frank,
615 Union National Bldg.
Tel. (316) 264-0345



# Bates' Commentary

Negotiations of our national wage and fringe benefit notices have not progressed at the pace we feel, or expect, that they should.

The first meaningful meeting on those notices was held on July 7, 1977. At that time all railroad labor organizations met with the National Railway Labor Conference and it was agreed that common issues, such as wages, cost of living, vacations, holidays and health and welfare would be discussed by the NRLC and all the railroad labor organizations collectively. Subsequent meetings on the so-called common issues were held in July, October and November and offers and counterproposals were made. However, in our judgment, meaningful progress has not been accomplished.

Two meetings on issues not considered common with other crafts and unique to the Brotherhood of Railroad Signalmen have resulted in no progress at all.

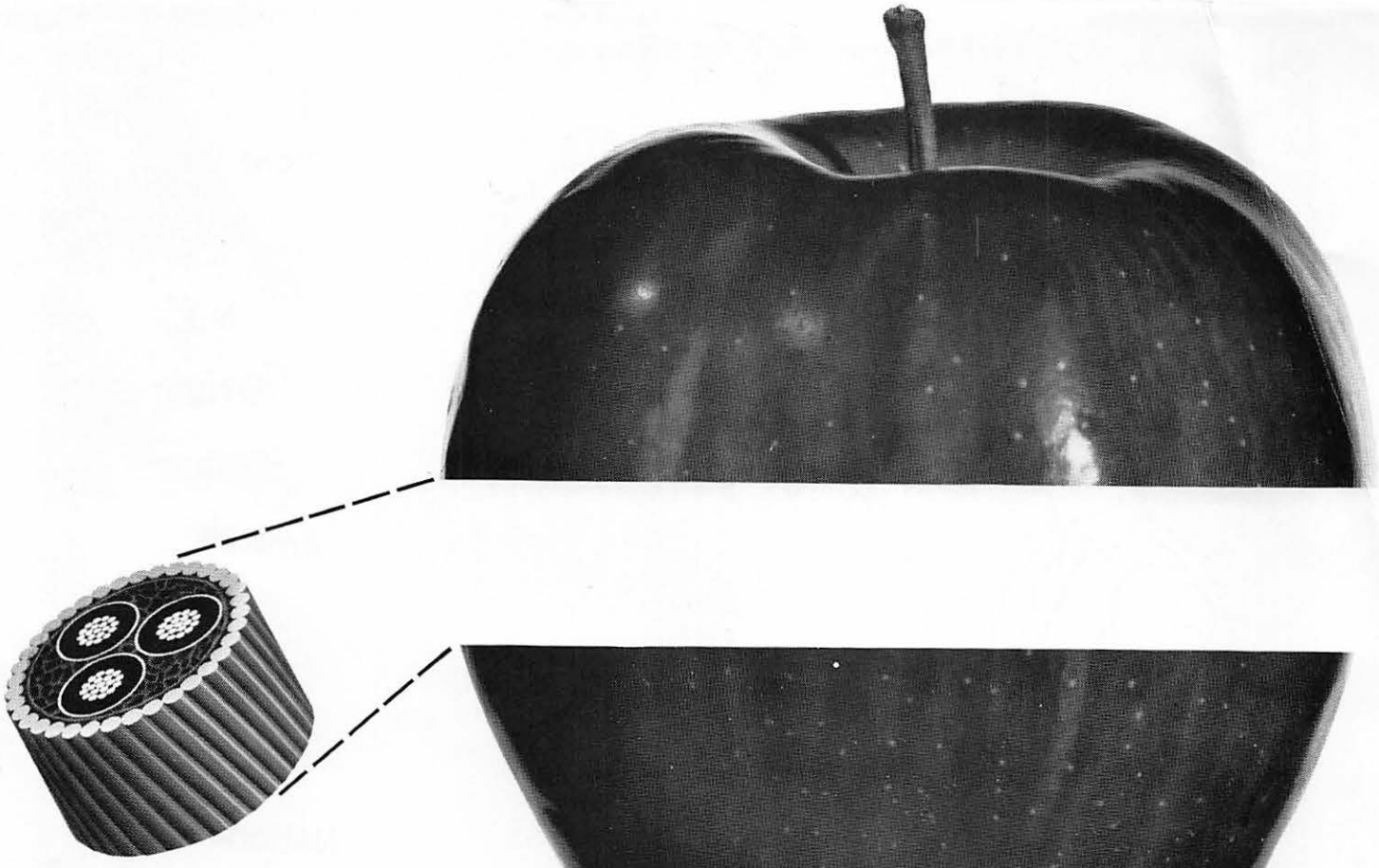
Prior to the July 7, 1977 meeting with the NRLC, all railroad labor committed themselves to remain united in their efforts to negotiate the previously mentioned common issues, to an agreement which would be acceptable to each organization. We believe that this solidarity will result in such an agreement being reached.

We are faced with an additional problem in the national movements which we think is critical to reaching agreement. ConRail, Rock Island, Boston and Maine, and Bangor and Aroostook have not given the NRLC power of attorney to negotiate for them. We hope to overcome this obstacle, however, it is of a great deal of concern to us at this time.

Services of the National Mediation Board have not been requested and we sincerely hope that an agreement can be reached without those services. However I am sure that the patience of each of our officers and members is being severely tested at this point and action must be forthcoming in the immediate future.

The above is an effort to bring you up to date on our national notices and we do appreciate your patience and support.

Tom Bates



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